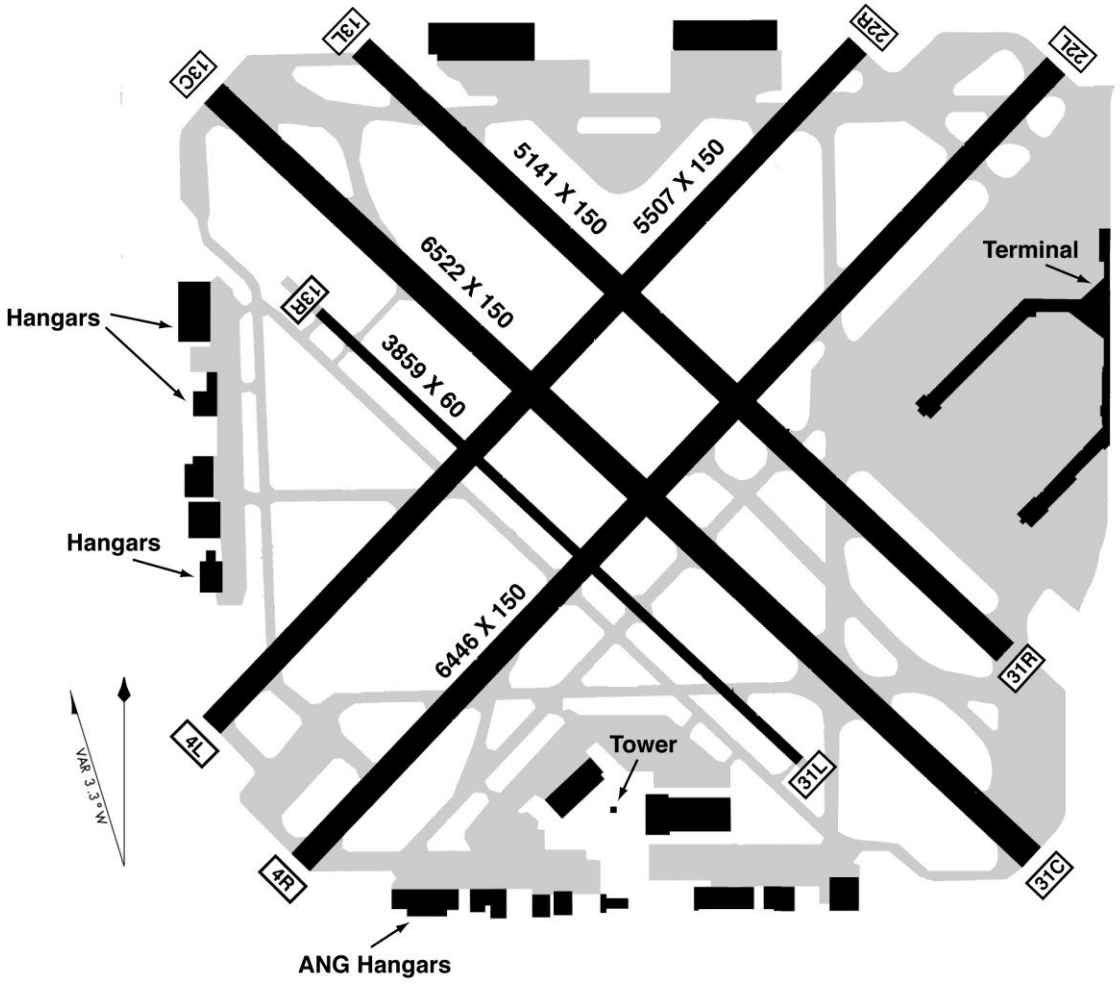
MDW CHICAGO MIDWAY INTERNATIONAL



Airport capacity profile estimates were created using a standard set of performance characteristics and do not take into account non-runway constraints, unless otherwise noted. The capacity estimates developed for this report are not intended to replace the results of any detailed analysis that would precede an environmental, investment, or policy decision.

The list of Future Improvements and their expected effects on capacity does not imply FAA commitment to, or approval of, any item on the list.

MDW Chicago Midway International

Definition

- The capacity profile shows the hourly throughput that an airport is able to sustain during periods of high demand, represented as the range between the model-estimated capacity and the ATC facility reported rate (called rate). Each weather condition has a unique capacity rate range.
- The following charts compare actual hourly traffic with the estimated capacity curves for MDW.

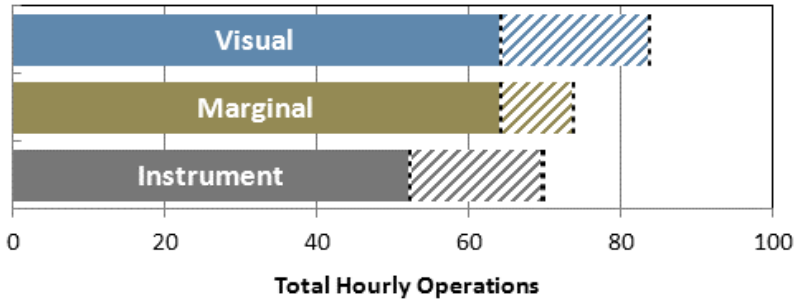
Future Improvements at MDW

- No capacity improvements were modeled at MDW.

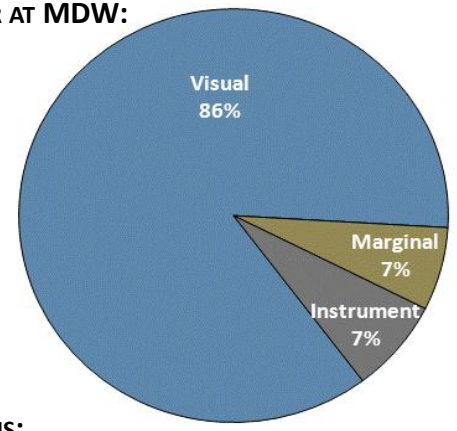
Data Sources

- Actual hourly MDW operations, weather and configuration data were obtained from the FAA ASPM database, and represent operational hours from 7am to 11pm local time for all of Fiscal Years 2009 and 2010. Actual configuration usage is determined by multiple operational factors, including weather conditions.
- Facility reported rates were provided by ATC personnel at MDW.
- Model-estimated rates are derived from operational information provided by ATC.

Current Operations Capacity Rate Range



Annual Weather at MDW:



Visual Conditions:

- Ceiling and visibility allow for visual approaches: at least 1900 feet ceiling and 3 miles visibility

Marginal Conditions:

- Ceiling and visibility below visual approach minima but better than Instrument conditions

Instrument Conditions:

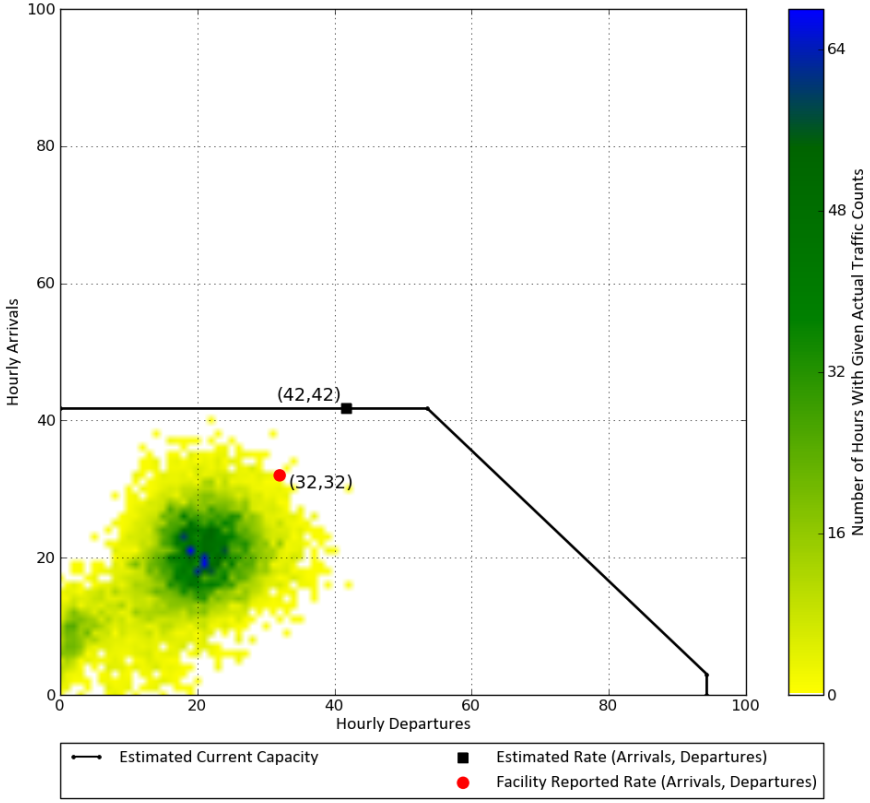
- Ceiling and visibility below 1000 feet ceiling or 3 miles visibility

VISUAL

CHICAGO MIDWAY INTERNATIONAL

MDW Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	31C	22L, 31C	Visual Approach, Visual Separation	64	84
FUTURE IMPROVEMENTS	31C	22L, 31C		N/A	84

VISUAL WEATHER CONDITIONS



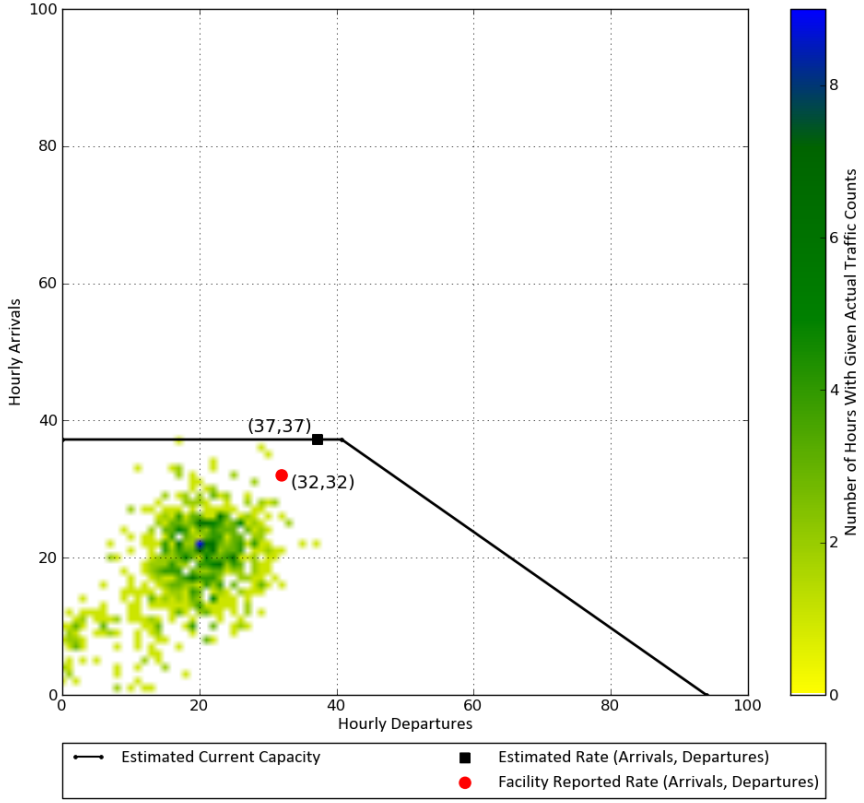
- The capacity rate range in Visual conditions is currently 64-84 operations per hour.
- MDW has two primary directional traffic flows. The airport operates in variations of this configuration approximately 40% of the time in Visual weather conditions (totaling 34% annually).
- Aircraft larger than the B757 do not typically operate at MDW due to runway length; generally these aircraft use other nearby airfields.

MARGINAL

CHICAGO MIDWAY INTERNATIONAL

MDW Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	31C	22L, 31C	Instrument Approach, Visual Separation	64	74
FUTURE IMPROVEMENTS	31C	22L, 31C		N/A	74

MARGINAL WEATHER CONDITIONS



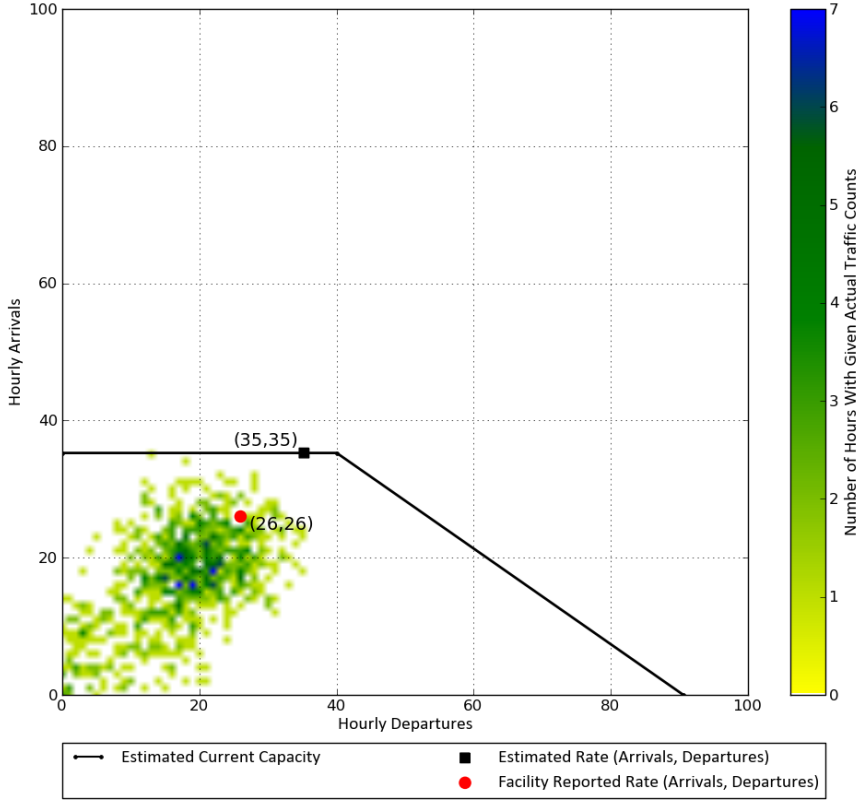
- The capacity rate range in Marginal conditions is currently 64-74 operations per hour.
- MDW has two primary directional traffic flows. The airport operates in variations of this configuration approximately 47% of the time in Marginal weather conditions (totaling 3% annually).
- Aircraft larger than the B757 do not typically operate at MDW due to runway length; generally these aircraft use other nearby airfields.
- Reduced separation (2.5 NM) between arrivals is authorized for approaches to Runway 31C.

INSTRUMENT

CHICAGO MIDWAY INTERNATIONAL

MDW Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	4R	4R, 31C	Instrument Approach, Radar Separation	52	70
FUTURE IMPROVEMENTS	4R	4R, 31C		N/A	70

INSTRUMENT WEATHER CONDITIONS



- The capacity rate range in Instrument conditions is currently 52-70 operations per hour.
- MDW has two primary directional traffic flows. The airport operates in variations of this configuration approximately 14% of the time in Instrument weather conditions (totaling 1% annually).
- Aircraft larger than the B757 do not typically operate at MDW due to runway length; generally these aircraft use other nearby airfields.
- Reduced separation (2.5 NM) between arrivals is authorized for approaches to Runway 4R.